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[illegible]



Chan Hsueh a coolie, for the unlawful possession of twenty tael of prepared opium: on the 31st ult., was fined \$40.00, with the alternative of two months' imprisonment. He accepted the alternative.

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A person desirous of insuring his life was asked what his father died of. He had not answered, says the *Daily Chronicle*, that he did not know exactly, but "nothing serious." A similar opinion was held by the husband who was suddenly informed that a serious accident had befallen his wife's wife. Everyone will remember his answer. "Don't make me laugh," he said, "I've got a cracked lip."



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## PUBLIC APATHY ON PUBLIC QUESTIONS.

TO THE EDITOR OF THE "DAILY PRESS,"  
31st May.

SIR,—Since writing my first letter, re carrying Plague Clothing on public ferries—which I am thankful to believe helped to stir up some of our self-satisfied "Tin Gods"—I have not again encroached on your space, but I would now beg leave to draw attention to one or two points on which no member of that "nervous and foolish body," the Public, has touched.

Nothing is more astonishing in this Colony than the apathy displayed by the average man one meets in business or society toward questions—such as those asked by "Inquirer"—which affect the existence of all of us, even the "Tin Gods!"

I have repeatedly said to men of my acquaintance, "Why do you, as men whose interests lie in this Colony and whose lives will be passed here, put up with so and so: why not make a stand, and get it remedied?"

The answer invariably is "Oh well, you know I meet old So and So in business constantly, and I can't go against him: he would soon get back on me!" Or, "So and So is a Director of our Company, and I dare not raise any complaint against anything he is concerned in." Or, perhaps merely, "Well, you see, I meet So and So at the Club and frequently at the same house at dinner and it would be so unpleasant, etc., etc."

The Colony is cursed with monopoly in its worst form. Half the men in it are afraid to open their mouths because of meeting with unpleasantness or pressure or hostility of some kind afterwards! To one only eighteen months out from England and with Heaven send my "relief"—only another year or two to stay, the thing is pitiable and degrading to witness.

As one who has already lost one European employe from Plague and having another now down with it, I can assure "Inquirer" that most of his surmises are correct, and there are other Plague scandals which he has not touched upon.

The rottenness of the present system affects every department of public life in the Colony and it can only be benefited out bit by bit. If we are to appeal to the Home Government, let us do it thoroughly, with a full and complete statement.

"To be going on with" here are two minor items, very unimportant perhaps in the eyes of the "Tin Gods," but in no other country that pretends to be civilised could you see the like.

1.—The refuse of the city is taken in junks day by day into the beautiful bays of this land-locked harbour and dumped into the water, where it floats, in the form of rotten fruit skins, straw, filthy rags, old brooms and scraps of clothing, and worse things, still backwards and forwards from the Lympoon Pass to the Cap-ai-moon.

Bathing Parties this year may like to know that it is now impossible to bathe in any of the bays N.W. of Stonecutters, and indeed hardly anywhere within five miles of the city centre. I frequently sail into these bays, and each one has its junk pouring a continuous stream of nameless filth into the water, which in these parts now resembles the Sargasso Sea—or the Fleet Ditch!

All this, no doubt, because it does not suit somebody's "game" to build a destructor or dispose of the muck as any fifth-rate town or borough in England does. Apart from the beastliness of it, and the disgrace to an English Colony, will the "Tin Gods" swear that there are no Plague germs among these thousands of tons of filth that are poured into the harbour?

2.—Owing to the fact that reliable and competent men are not employed to steer the Ferry boats (most of us could name the reason) collisions and other breakdowns are so frequent that two out of the four "double-enders," are always laid up. The incompetent coolies who steer these boats lose their heads directly any danger occurs: at other times they indulge in day-dreams and "can't find their wheel."

The result of the breakdowns is that a small launch is always running one out of three. Now at the Hongkong pier it is almost impossible for Europeans to land from a small launch at all since the alterations to the pier. By the 7.30 launch (small) recently, I and my wife crossed to dine in Hongkong. After striking the pier in several places and backing out as many times, in the usual fashion, we finally folded up at the lower steps, where space about 14 yards wide is provided for every one to scramble ashore in. We stood on one side to allow the crowds of sacred Chinese to get off—including a number of dock coolies from plague-stricken Yau-mat—and then meekly followed up the steps, but were nearly swept off our feet and into the water by a downward rush to board the boat. At the top of the steps stood a seven-foot European policeman calmly watching the efforts of the two streams of passengers to embark and disembark at the same moment, and making not the faintest effort to regulate the traffic! As I told you in my last letter, I saw the coolies carrying a plague basket off the ferryboat, above an English child nearly into the water, and the constable looked on "with majesty unmoved!"

But, in the language of the good old socialist agitator at home, "Yah, 'oo pays for yer wages?" we do at least expect to see the ordinary traffic regulations carried out by the persons paid to do it.

Recruit a shirt front besmearched with coal-dust and (probably) plague germs: silk dress ditto. Very small items, of course, but, I maintain, typical of the state of things throughout this Colony. Incompetence, neglect to enforce regulations, or common decency, and utter lack of supervision.—Yours, etc.,

CIVILISATION.

## "SINOLOGUE" "SINOLOGIST."

TO THE EDITOR OF THE "DAILY PRESS,"  
30th May.

SIR,—You have for your columns at present many questions, much more important and interesting than such as may fall within the grammarian's or rhetorician's domain. Still, for the regard we all entertain for our mother-tongue, will you kindly permit me a little space to ask what right has the word *Sinologue* in English? We have many *logues*, it is true—catalogue, analogue, monologue, prologue, and a host of others—but not one, I believe, signifying a person versed in the particular *ology* specified by the first part of the word. No one would think of using in English the French forms *geologue*, *arterologue*, or *aspyriologue*. Why then *sinologue* alone, when all the analogies of the language require *sinologist*, which is just as convenient a word, and does not remind us of French? Will it be said that usage, which, according to the Horatian dictum, is the last arbiter and law and rule of speech, has given its sanction to the foreign-looking *sinologue*? If so, we have but to bow our heads and accept it, as I think we must do for the word *Chinaman*; which, however, is a word of good English formation, and hardly deserves the condemnation it has received in certain quarters. *Sinologue*, it is true, is much used out here, but I believe it is rarer in home publications. At any rate, it may not be too late to correct the usage, and save our language from this unnecessary irregularity and anomaly, and from the reproach if reproach it be, of taking a word bodily from the French, instead of forming its own word according to established analogies.—Yours, etc.,

P. RIST.

## THE MANILA COMMISSARY SCANDALS.

The *Manila Times*, in commenting upon the recent Commissary Scandals, and the convictions which followed, in its issue of the 25th ult. remarks:—There is considerable comment on the disparity of the sentences of Capt. Barrows and Lieut. Boyer, the former receiving five years, while the latter is given only one. Surprise is occasioned from the fact that they were both implicated in practically the same case, and that, if either, Boyer was the instigator. A review of the cases, however, will reveal that Captain Barrows had five charges against him, one of which was embezzlement, while the single charge against Boyer was not of such a grave nature. This ought to explain the disparity, in spite of the fact that Barrows is furious at what he considers a rank injustice, and vows that he will wreak vengeance on Boyer "for getting him into this row."

These two cases, it will be seen, have been confirmed and ordered to be executed by the Department Commander, evidently without any reference to higher authorities.

This bears out what we have been saying. Article 104 of the Articles of War, which has been in vogue for over one hundred years, says that "the sentence of no court-martial shall be carried into execution until the same shall have been approved by the officer commanding the court, or by the officer commanding for the time being." The only modification of this article that has been made during the past century has been the amendment, approved by an Act of 27th July, 1892, of "until the proceedings shall have been approved" to read "until the same shall have been approved." (This with reference to the sentence.) Article 106 modifies this by saying, "In time of peace no sentence of a court-martial directing the dismissal of an officer shall be carried into execution until it shall have been confirmed by the President." The confirmation of these sentences, therefore, by the Department Commander has confirmed the argument that state of war exists, or, in other words, that this is not a time of peace.

As a matter of fact the War Department has ruled, very recently, in connection with the cases, that the Philippine Islands, during the month of May, 1901, are in a state of war. This ought to clear up all doubt or discussion with regard to the question which has been brought out in the debate during the recent trials. Indeed, no other decision could fitly be made, since, as we have already stated in these columns, if a state of war does not exist, or if a ruling is made that a state of war does not exist, it is equivalent to placing a question mark upon every sentence that has been confirmed for a violation of the laws of war—and they are many.

It is interesting to note that the Secretary of War, in the case of Captain Reed, directs that the sentence be confirmed and ordered to be executed. It is well known that Capt. Reed was tried by a court-martial convened by a separate brigade, which exists under special provisions. Exactly why the Secretary of War should be the final authority in this case we are unable to state at the present time. There is no doubt this point will come out at a later date when official matters have taken their proper course.

## LATEST STEAMER MOVEMENTS.

The M. M. steamer *Sydney*, with the next outward French mail, left Saigon on the 1st inst. at noon for this port.

The P. & O. steamer *Chusan* left Singapore for this port on the 1st inst., at noon, with the outward English Mails, and is due here on the 6th inst., at about 4 p.m.

The P. M. steamer *Pera* with mails, etc., from San Francisco to the 11th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 1st inst., a.m. via Island Sea, Kobe, Nagasaki and Shanghai.

The Imperial German Mail steamer *Kiatschow* carrying the German Mails with dates from Berlin of the 13th ult., left Colombo on Friday, the 31st ult., p.m., and may be expected here on or about Tuesday the 11th inst.

The French captain who whistled the "Marsailaise" while the surgeons were amputating one of his legs had fortitude but no humour. A gamekeeper, says the *Daily News*, of whom we hear the following story, had both. His old employer's shooting had long been getting a little wild, and the other day when the two were out after rabbits, a most unfortunate thing occurred. The squire "looked off" suddenly, and the gamekeeper received the greater part of the charge in his corduroys. His only remark was, "Lord! Who'd be a rabbit!"

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## THE COAL-TAX DEBATE.

The San Francisco papers bring full accounts of the first day of the debate on the coal-tax in the House of Commons. A London telegram of the 3rd May to the *S.F. Chronicle* says:—The debate on the coal tax began in the House of Commons yesterday (Thursday), but the fate of the measure is in doubt. Mr. Balfour was determined to get a vote on the coal-tax before the House rose, and he rejected Sir William Vernon Harcourt's private appeal for a postponement. At a late hour, however, so many members were anxious to speak that the Speaker gave it to be understood that he would not consent to an application of the clause. The Government was, therefore, reluctantly compelled to yield. The result of the division is by no means certain. The anxiety of the Government leaders is apparent, as they have issued an urgent "whip" to the Unionist members, who are largely pledged to vote against the tax. The Government is standing firm and is taking strong precautions to secure a majority.

Sir Michael Hicks-Beach's strong and effective speech in defence of the tax delighted his colleagues. At the same time it was felt that he gave an ungrounded argument when he pleaded the enormous profits of the coal owners as a justification of the new tax. It is pointed out that the Radicals used the same argument when demanding the taxation of ground rents, and that of large profits justify attacks, lean profits would equally justify state assistance. The prospect of the miners persisting in their determination to strike appears this morning doubtful, consideration of the matter for twenty-four hours having somewhat modified the opinions of the leaders, but no reliable indications are yet available.

There was a large attendance in the House of Commons to-day in anticipation of the discussion on the new export tax on coal.

The full House and galleries had to wait until nearly 6 o'clock for the beginning of the debate. Sir William Vernon Harcourt, Liberal, led with a severe, almost violent, arraignment of the Government. He said the tax would throw the coal trade into chaos and confusion. It was nonsense to say the foreigner would pay the tax because he would not do without coal. The Government of Italy had answered that plea by taking coal from America instead of this country. The trade of France was equally divided between this country, Germany and Belgium.

The Chancellor of the Exchequer, Sir Michael Hicks-Beach, interrupting said: "We are leaving the others."

"Then go on beating them," said Sir William Vernon Harcourt. "Why throw a shilling into the scale against this country?" Sir William contended that it was class legislation and that the tax would ultimately come out of the miners' wages.

The Chancellor of the Exchequer admitted that the tax, like every tax, was an obstruction on trade. The real question was—could the export trade in coal of such quality, there was much of it, and it could not be got in any other country, that, to a large extent, it was free from competition.

The Chancellor submitted masses of statistics, which he summarised as showing that 225,000,000 tons were mined in 1900, on which, after deducting 218,000,000 in wages more than in 1897, left the coal owners a net profit of £29,000,000 on a capital of £110,000,000. He had some difficulty in keeping his patience when deputations talked to him about the coal trade. He said the coal trade was a profitable condition of the trade. He had proposed the tax for merely one year and it would be on those who were able to bear it.

As to the competition of the United States, Sir Michael Hicks-Beach said: "Last year the price of our coal at the port of export rose very much higher than the price of coal in the United States, but in spite of that our export of coal was 34,000,000 tons, or 3,500,000 tons more than the previous year. The United States exports a little over 16,000,000 tons. If the United States could compete with the price of our coal was very high, it would be absolutely impossible for them to compete when the price was low."

John Redmond, the Nationalist leader, said the coal tax did not affect Ireland, and in that respect it was the beginning of a new era. On general principles, however, he urged the Irish members to do everything possible in their efforts to defeat the budget. The debate was adjourned to Monday next, when, according to the arrangement, a division will be taken.

## PROTESTANT MISSIONARIES IN CHINA ON THE PRESENT CRISIS.

We have received the following statement drawn up by a "representative committee of Protestant missions" at Shanghai, with a request for its publication. It will no doubt interest many of our readers:—

In view of the importance of the present crisis in the history of Christian missions in China, and of the fact that our position has been seriously misunderstood and our opinions and utterances subjected to adverse criticism, it has seemed to us advisable to make the following statement.

The points in the recent criticisms which most concern us are: (1) That missionaries are chiefly responsible for the recent uprising, and (2) That they have manifested an un-Christian spirit in suggesting the punishment of those who were guilty of the massacre of foreigners and native Christians.

I. With reference to the first of these charges we would remark:—

1. That when the facts concerning this uprising are rightly understood, it will be found that it is a deeply-rooted and manifold. The history of foreign relations with China has all along been that of hereditary prejudice on the one hand and force on the other. The government of China has never given a friendly reception to foreigners. It has resented their presence and yielded grudgingly the few rights obtained from it by treaty. This long standing ill-will was deeply intensified by the political humiliation and loss of territory which followed the war with Japan.

The rise of the Boxer movement in Shantung and its rapid growth there and in the adjacent province of Chihli, will be found to have amongst its immediate causes: (a) the shortage of food, almost amounting to famine, which prevailed in those regions; (b) the irritation caused by the industrial and economic changes created by railway construction and other foreign enterprises; (c) the seizures of Kiaochow, Port Arthur, and Weihaiwei, which were bitterly resented as unwarrantable aggressions; and (d) the projection and forcible evicting of a railway route through the province of Shantung, which produced intense local commotion.

2. The recent uprising was anti-foreign rather than anti-Christian. Native Christians have suffered mainly because they have been reckoned as "secondary devils," i.e., the allies of foreigners. Moreover, the destruction of railways and the attack on railway engineers preceded the destruction of mission compounds and the slaughter of missionaries. Nor should it be forgotten that among the facts of the outbreak are: the siege of the Legations, the destruction

of the property of the Imperial Customs, and the indiscriminate massacre of foreigners and of Chinese found in possession of foreign-made articles. That missionaries were residing in the interior, and were without the means to defend themselves, entirely accounts for the large number who perished. Had they been foreigners, but not missionaries, the result would have been the same.

3. The charge also includes the statement that missionaries have brought the present disaster upon themselves, on the one hand, by lack of appreciation of what is good in Chinese life and thought; and on the other, by disregard of Chinese prejudice and etiquette. It is conceivable that isolated statements and actions may thus be construed, but for the missionary body as a whole, we can assert that this statement is without foundation.

Believing as we do that the gospel is God's message of salvation to mankind, and that, too, in a sense in which the wisdom or words of no sage can ever be, we must, as faithful servants of our Lord, utterate both the great affirmations and the gracious invitation of the Gospel, and wherever the claims of the Gospel are brought face to face with such superstition and idolatry as prevail among the masses of China, a certain measure of opposition and resentment is sure to be excited. For this we do not feel called upon to apologise. But the amount of opposition thus excited has been greatly exaggerated. The conciliating effect of the work done by their hospitals, colleges, schools, and famine relief has far more than counterbalanced any prejudice raised by the preaching of the Gospel. In spite of all that the recent affirmations and the gracious invitation of the Gospel, it remains true that our position in China has not been secured so much by treaty right as by the goodwill of the people themselves. And it is worthy of remark that these missionaries in the interior who did reach the coast, owe their escape in large measure to the friendliness of officials and people.

4. To the charge that missionaries have excited hostility by interfering in native litigation in the interests of their converts in courts of justice, we need only say that even by the Chinese officials themselves this charge is rarely preferred against the Protestant section of the missionary body. In flagrant cases of persecution, missionaries have felt it their duty to support members of their churches, and it cannot be denied that occasionally natives have secured the influence of the foreigner in an unworthy cause. But interference in native litigation as such, receives no support from the principles and practice of the general body.

II. With reference to the second point—that we have manifested an un-Christian spirit in suggesting the punishment of those who were guilty of the massacre of foreigners and native Christians—we understand that the criticism applies chiefly to the message sent by the public meeting held in Shanghai in September last.

1. It should, in the first place, be borne in mind that the resolutions passed at that meeting were called for by the proposal of the Allies to evacuate Peking immediately after the relief of the Legations. It was felt, not only by missionaries but by the whole of the foreign residents in China, that such a course would be fraught with the greatest disaster, inasmuch as it would give sanction to further lawlessness.

2. Further, it must be remembered that whilst suggesting that a satisfactory settlement "should include the adequate punishment of all who were guilty of the recent murders of foreigners and native Christians," it was left to the powers to decide what that "adequate punishment" should be. Moreover, when taking such measures as were necessary they were urged to "make every effort to avoid all needless and indiscriminate slaughter of Chinese and destruction of their property."

3. By a strange misunderstanding we find that this suggestion has been interpreted as though it were animated by an un-Christian spirit of revenge. With the loss of scores of friends and colleagues still fresh upon us, and with stories of cruel massacres reaching us day by day, it would not have been surprising had we been betrayed into intemperate expressions, but we entirely repudiate the idea which has been read into our words. If governments are the ministers of God's righteousness, then surely it is the duty of every Christian government not only to uphold the right but to put down the wrong, and equally the duty of all Christian subjects to support them in so doing. For China as for Western nations, anarchy is the only alternative to law. Both justice and mercy require the judicial punishment of the wrong-doers in the recent outrages. For the good of the people themselves, for the upholding of that standard of righteousness which they acknowledge and respect, for the strengthening and encouragement of those officials whose sympathies have been throughout on the side of law and order, and for the protection of our own helpless women and children and the equally helpless sons and daughters of the church, we think that such violations of treaty obligations, and such heartless and unprovoked massacres as have been carried out by official authority or espousal, should not be allowed to pass unpunished.

It is not of our personal wrongs that we think, but of the maintenance of law and of the future of China, who it must be remembered, are not under the jurisdiction of Chinese law, but, according to the treaties, are immediately responsible to, and under the protection of, their respective governments.

It is unhappy the lot of missionaries to be misunderstood and spoken against, and we are aware that in any explanation we now offer we add to the risk of further misunderstanding, but we cast ourselves on the forbearance of our friends, and beg them to refrain from hasty and ill-formed judgments. If on our part there have been extreme utterances, if individuals have made demands out of harmony with the spirit of our Divine Lord, it is too much to ask that the anguish and the peril through which so many of our number have gone during the last six months should be remembered, and that the whole body should not be made responsible for the hasty utterances of the few?

On the eve of the new era which is about to dawn upon this ancient Empire, we would appeal to all who own the authority of Jesus Christ to aid us in bringing about a better understanding of the true position of affairs, and our relation to them. At the same time, we would reaffirm our entire faith in the Christian Gospel as the one great agency for the mental, moral, and spiritual elevation of this people, and we would place ourselves afresh on the altar of service, praying that with greater humility and with more complete consecration we may exercise the ministry to which we are called.

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## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship

## "GLENLOCKY."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each



## NEW ADVERTISEMENTS

THE NEED  
OF  
MUNICIPAL FREEDOMIN  
HONGKONG.

## "SCRUTATOR."

With Leading Articles and Correspondence  
thereon Reprinted from the "HONGKONG  
DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H.  
RUTTEN'S Kowloon Store.  
Hongkong, 30th May, 1901. [1333]

## SANITARY BOARD.

OWNERS of HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their PREMISES LIMB-  
WASHED and CLEANSED in accordance  
with law are reminded that the period during  
which this work should be finished ends on the  
30th day of June, 1901, and the Sanitary Board  
being convinced of the necessity of CLEAN-  
LINESS in its efforts to STAMP OUT  
PLAGUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.

By Order of the Board.  
G. A. WOODCOCK,  
Acting Secretary.  
Hongkong, 1st June, 1901. [1409]

Note—The Western Division of the City lies  
to the West of Morrison and East Street.

## ROYAL HONGKONG YACHT CLUB.

## NOTICE.

THE ANNUAL GENERAL MEETING  
will be held in the CRICKET CLUB  
PAVILION, on TUESDAY, the 11th June, at  
5.30 P.M.

## BUSINESS.

1. To receive and pass the Hon. Treasurer's Accounts.
  2. To elect the Officers and Committee for the ensuing year.
  3. To fix the value of the Club Prizes for next season.
  4. To fix the date of the first Club Race.
  5. The following alterations to rules will be proposed—
- (a) That the new Rating Rule adopted at a General Meeting on February 11th shall remain in force until June, 1902.
- (b) That the new rating rule shall not apply to existing Yachts, provided no alteration is made in their hulls.
- (c) That if the owner or partowner of a Yacht makes an appointment with the Official Measurer to measure the Yacht in which he is interested and neglects to have the Yacht ready for measurement at the appointed time and place, he shall forfeit a fine of \$5.
- (d) A Fee of \$5 shall be charged for every certificate after the first each season, subject to the discretion of the Committee, who may remit the fee in any special circumstances.

F. KOE, Major.

Hon. Secy.

Hongkong, 3rd June, 1901. [1410]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "PERLA."

Captain Geo. Blackland, will be despatched as above on FRIDAY, the 7th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 3rd June, 1901. [1411]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

## THE Company's Steamship

## "DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 3rd June.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 3rd June, 1901. [17]

## THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—

The Government of Hongkong.

Approaching Return of the Court.

Japan, Russia, and the Telegraph.

Manchuria.

Village Sanitation.

The Evacuation of Chihli.

The Missionary Troubles and a Proposed Cure.

The Crisis: Telegrams.

The Need of Municipal Freedom in Hongkong: Part (III).

Hongkong Sanitary Board.

The Plague.

New Dredger for Hongkong.

Japan's Colonial Venture.

Canton.

Swatow.

Peking.

Northern Notes.

The "Hongkong Janta" again.

Correspondence.

"Star" Ferry Co., Ltd.

Review.

Hongkong Gun Club.

Yokohama Races.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 31 for three copies Cash.

Hongkong, 3rd June, 1901.

## NEW ADVERTISEMENT

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

## THE Company's Steamship

## "HAILOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 3rd instant, at NOON.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [1408]

## AUCTIONS

## GOVERNMENT NOTIFICATION.

No. 224.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, THIS DAY (MONDAY), the 3rd day of June, 1901, at 3 P.M., are published for general information.

By Command,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 18th May, 1901. [1339]

## PARTICULARS OF THE LOT.

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 3rd day of June, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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By Command,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 18th May, 1901. [1339]

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve per cent. for the year) is PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants thereon, on and after the same date.

A. H. MANCELL,  
Secretary.  
Hongkong, 23rd May, 1901. [1326]

## CANTON LAND COMPANY, LIMITED.

## NOTICE IS HEREBY GIVEN that the

following—

No. Shares. Numbered. In the name of

6 10 51-80 Anthony Babington, Esq.

7 10 61-70 Do.

8 10 71-80 Do.

9 10 81-90 Do.

14 10 151-160 Cressy Ewens, Esq.

15 10 161-170 Do.

18 9 182-190 Fung Shiu San, Esq.

19 10 191-200 Do.

20 10 201-210 Do.

25 10 246-255 A. G. G. Gordon, Esq.

33 10 311-320 Eleazer Silas Kelly, Esq.

34 10 321-330 Do.

35 10 331-340 Do.

36 10 341-350 Do.

37 10 351-360 Do.

with Transfer Deeds Attached having been LOST, New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 5th May, 1901. [1292]

## NOTICE TO MARINERS.

No. 130 (SPECIAL).

## CHINA SEA.

## SHANGHAI DISTRICT.

## FAIRY WRECK BUOY TO BE PLACED ON THE WRECK.

NOTICE IS HEREBY GIVEN that on or about the 10th proximo the FAIRY WRECK BUOY, No. 3 in the published List for 1901, will be REMOVED from its present position and anchored on the WRECK.



## INSURANCES

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1892. [30]

**SALAMANDER FIRE INSURANCE COMPANY.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,  
Agents.  
Hongkong, 2nd April, 1900. [33]

**TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th November, 1872. [29]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1899  
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
Subscribed CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FREE FUNDS... £2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, TOMES & CO.,  
Agents.  
Hongkong, 22nd June, 1900. [1872]

**PHENIX FIRE OFFICE**

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARAILL & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [32]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.**

INCORPORATED 1853.  
CAPITAL... £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. [1885]

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS at Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 29th May, 1895. [31]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [184]

**"L'UNION" FIRE INSURANCE COMPANY, LD.**

(Established 1825).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

Claims settled direct with reference to the Head Office.

A. R. MARTY,  
Agent.  
Hongkong, 1st August, 1900. [794]

**"L'URBAINE" FIRE INSURANCE COMPANY, LD.**

(Established 1828).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,  
Agents.  
Hongkong, 7th February, 1901. [430]

## WANTED.

A WRITER for TEMPORARY EMPLOYMENT in H. M. Victualling Yard. Apply to Office of Deputy Victualling Store Officer between 9 and 12.  
Hongkong, 1st June, 1901. [1403]

## WANTED.

BY a YOUNG GENTLEMAN (now employed in a Large Mercantile Office) who has a Good Knowledge of Shipping and General Office Work, and is also a Stenographer, Position as OFFICE ASSISTANT here or Outposts.  
Address—  
Care of Daily Press Office.  
Hongkong, 1st June, 1901. [1404]

WANTED by a BACHELOR, a FURNISHED HOUSE at the PEAK for July, September, to—  
Apply, stating Rent, to—  
"PEAK."  
Care of Office of this Paper.  
Hongkong, 31st May, 1901. [1380]

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.  
Apply with Papers to—  
COMMANDER,  
H. M. Naval Yard.  
Hongkong, 25th April, 1901. [1106]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.  
10, Queen's Road Central. Family and Dispensing Chemists. Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists. High-class Aerated Waters, Dealers in "Photographic Requisites," Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Rio de Janeiro.

## PHOTOGRAPHERS

A. FONG.  
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG.  
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Work, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.  
Bronze and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

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23, Praya East, Wanchai.  
Hongkong, 15th April, 1901. [1031]

## OUR WASHINGTON LETTER.

[FROM OUR CORRESPONDENT.]

Washington, 1st May.  
Chicago, the queen city of the west, has at last realized her ambition to become a sea-port. Nature and her founders placed her a thousand miles, as the bird flies, from broad Atlantic, and between her docks and the salt water are fully two thousand miles of difficult rapids and lakes and canals and channels. But with characteristic western daring her merchants have decided that these handicaps are but small ones and last week an ocean-going steamer pulled out of the Chicago river for a trip to Hamburg. The Northwestern was the name of the steamer and she was loaded with grain and Chicago-made agricultural implements. Across the great lakes she steamed a thousand miles to Buffalo. There she unloaded her grain, reduced her draft to 13 feet, and as these words are being written is slowly making her way through the canals. Four vessels like the Northwestern have been built for the Chicago-Hamburg line. Freight on the grain transported to Buffalo, it is thought, will more than pay the cost of the trip from Chicago to that lake port. No great difficulties are expected in traversing the Welland canal, and none, of course, will be encountered in Lake Ontario; but on the St. Lawrence river and the Canadian canals the new inland-trans-Atlantic line will meet with the obstacles that will determine finally whether the daring enterprise is to be a success or a failure. The steamer of the line will be compelled to run two rapids on the St. Lawrence. This will be attempted without lightening. It will be necessary, also, to traverse the Galop, Cornwall, Soulanges and Lachine canals before reaching Montreal. At the Canadian city the ships of the line will reload to their full draft for the ocean trip. They will recede either at Montreal or at Sydney, Cape Breton.

The enterprise is a noteworthy one and will be watched with interest by shippers in all parts of the world. Chicago is the greatest food supply centre of America and Europe. Millions of bushels of wheat and corn, grown on the prairies, flow into her elevators, and beef and pork from her packing houses find their way to all parts of the civilized world. In South Africa, Britons and Boers alike are eating her hams and bacon. In Lapland and in Palestine her canned beef is consumed. If these food-stuffs can be loaded upon ocean-going steamers in the Chicago river and conveyed directly to the markets of Europe, a new era in international trade will begin. In order to avoid the warm Gulf Stream, the ships of the new line will cross the Atlantic far to the northward of the regular steamer track. By this plan, it is thought, food-stuffs may be carried without danger of spoiling on the way. During the winter, when the canals are blocked by ice, the old method of reshipment at Buffalo and New York will be employed.

Speaking of sea-ports recalls the fact that the ancient town of Annapolis, the seat of the United States Naval Academy, stood at the head of the custom-house list last year as the most expensive luxury maintained by the Treasury Department. The aggregate customs receipts at Annapolis for the fiscal year amounted to the sum of one dollar (gold) and to collect this solitary coin the Treasury was forced to spend \$951. The customs establishment at Annapolis consists of a collector, a deputy-collector and a clerk. The \$951 represented their salaries and commissions. Fortunately for the Treasury, the cost of collecting Uncle Sam's tithe at other ports is not nearly so great. At Boston, for instance, the aggregate receipts of nearly \$19,000,000 were collected at an expense of three cents on the dollar. New York was even cheaper, for the \$153,000,000 collected there cost only two cents on the dollar. Next to Annapolis, the most expensive post in the service was Rock Island, Illinois, where the aggregate receipts were fifty cents and the expenditures were \$362. Happily the Rock Island and Annapolis of the country are very rare. At every session of Congress the Secretary of the Treasury recommends the abolition of a score or more of them, but political reasons make them remain.

Thus far, it seems likely that those American citizens who thought that the acquisition of the Philippines would provide a multitude of soft posts for them are to be badly disappointed. The government will consist of a governor, a cabinet and a legislative council, and will be modelled largely after those which administer the colonies of Great Britain. Governor-General Taft, it is thought, will exercise general supervision over the archipelago, but the great majority of the offices will go to natives. The evils of "carpet-bag" government were shown in the South after the civil war, and already, in Cuba, it has been demonstrated that American-born office-holders are prone to make raids on the colonial treasuries. In order to be just and to avoid scandals, Uncle Sam will permit his dark-skinned vassals to make their own laws and administer their own punishments. Thus he will be both good and great.

In solemn convocation, the lords of the Navy have decided that the market value of a Filipino is but half that of a white man. For some time there has been a warm argument as to the question. One camp has held that the compatriots of Aguinaldo are every whit as good as those of Washington, while the other camp has stoutly maintained that the indolent Filipino is only human by courtesy. Now all has been settled by an order fixing the wages of sailors. A Filipino coxswain will receive \$15 a month; a white coxswain will receive \$30. A Filipino seaman will receive \$12 a month; his white or black brother enlisted outside of the Philippines will receive \$24. Native firemen first and second class, will be paid \$18 and \$15, respectively. White and black handlers of coal will get \$35 and \$30. The same proportion exists in every item on the list.

Aguinaldo's address to the Filipinos excited little interest in the United States, for the reason that the conviction is slowly growing that the

island leader is more of a clown than a patriot. His statement that he took no part in any of the battles of the insurrection is looked upon as evidence that he is merely a cowardly agitator. Washington, Bolivar, Garibaldi, Garcia and the other great leaders to whom he has been compared by the hysterical anti-imperialists, were fighting men, all of them. Within the last three years Aguinaldo has sworn allegiance to Spain, to the Philippines and to the United States. Twice he has been bribed, and twice he has betrayed his friends. This time, if he tries treason, he will be recaptured and hanged, and the world will be rid of him. Cowards, in the United States, are not looked upon with much admiration. That this is true is shown by the complete collapse of the strong party of sympathetic old gentlemen who regarded Aguinaldo as a martyr.

"Had he not been captured," says an administration paper, "it would have taken the shrewd little general a longer time than this to change his views so as to become an apostle of peace instead of a maker of war. His conversion has been very rapid. It may have come from a sincere conviction that Uncle Sam has been right all the time and it may have been caused by the prospect of advancement for himself. His advice to his former subjects may prove a potent factor in bringing about the end of the rebellion and the return of the rebels to the pursuits of peace. That General McArthur holds this view is shown by his action in releasing a thousand insurgents upon their taking the oath of allegiance. The way seems now open to complete pacification, and this means the removal of the greatest obstacle to a stable government—one that will guarantee to each and all peace and freedom from oppression."

Mr. John A. Kasson, a citizen of the state of Iowa, has come into the public eye recently as the rarest bird in Uncle Sam's collection. Shortly after the passage of the Dingley tariff law, Mr. Kasson was appointed by the President to negotiate reciprocity treaties with all countries who showed a willingness to enter into such compacts. He performed this duty faithfully, and after hard labour arranged a number of treaties, but the Senate unfortunately failed to confirm them, and his work went for naught. Thereupon, because he had nothing more to do, Mr. Kasson handed his resignation to Mr. McKinley. Incidentally he surrendered a salary of \$10,000 a year. This in itself was extraordinary, for in this land of the free few office-holders give up lucrative jobs because they think that they have no work to do. But the most remarkable feature of the whole affair is the fact that when the President refused to accept Mr. Kasson's resignation, the latter refused to draw his salary on the ground that he could not earn it. Half a dozen times the paymaster of the State Department notified him that a bag of coin awaited his order, and each time he replied that he could not conscientiously take charge of it. Mr. Kasson's unheard-of action has excited much wonder in all parts of the country, and enterprising showmen, it is said, have offered him large sums for permission to exhibit him to a dumb-founded public.

When the Duke of Cornwall and York sailed from England, he declared in the course of the speech he delivered at the luncheon aboard the *Opier*, that throughout his tour he would set foot on no land not British soil. This was widely published at the time, and throughout Europe caused much comment. Two weeks later he landed at Port Said to return the call of Prince Mahomet Ali, the brother of the Khedive, and now the continental papers are calling attention to the fact and demanding to know if England looks upon Egypt, and especially the Suez canal, as British territory. As yet no official answer has been forthcoming.

Society has found a new pastime. It is politics, and in every large city the idle rich are adopting it with enthusiasm. Two weeks ago Honore Palmer, son of Potter Palmer, the Chicago millionaire, was elected an alderman. On the day after election day, his mother, who holds Chicago society in the hollow of her hand, gave a reception to the gentlemen who helped to elect her son, and according to all accounts the affair was as funny as a double lynch. Slanting-browed politicians of the real American type rubbed shoulders with men of "the 40's"; there were speeches in all of the known dialects; and "chemical beer" was washed down with champagne. "Bath-house," John Coughlan, was there, resplendent in a red waistcoat with green spots, and with him were hundreds of patriotic citizens who had voted for Honore because his dollars were attractive. Potter Palmer, the father of the family, is famous as the owner of the Palmer House, Chicago, which in turn is famous because its bar-room is paved with dollars. He was the chief boss of the World's Fair at Chicago, and has more money than he knows how to spend. His son's political friends have high hopes of teaching him how to get rid of it.

One of the most novel industries ever devised has been originated by a citizen of New York. It is a new thing under the sun, and if all of the stories told of it are to be believed, it is destined to be unusually lucrative. When the stolen Gainsborough picture was restored to its owner a few weeks ago, there was much talk of the man who acted as go-between between the owner and the thieves who stole it twenty-five years ago. He was an "honest gambler," and after long negotiations he succeeded in returning the painting to its rightful possessors. The "honest gambler" carefully concealed the identity of the thieves, collected the \$25,000 reward offered for the recovery of the picture, and in addition secured a substantial sum for the thieves. A few weeks ago Willie McCormick, a little lad, was kidnapped from his father's home, near High Bridge, New York. The latter, frantic with grief, and having the Cuddey abduction in mind, offered \$20,000 for his boy's return. The kidnappers being afraid to negotiate for the money, he up and spoke the same "honest gambler" recovered the

Gainsborough. He offers to rescue young McCormick for a consideration, provided no attempt is made to force him to reveal his criminal clients' identity. If he is successful, he will have made about \$30,000 profit in a month, and already other energetic citizens, attracted by the merits of the trade he has invented, are casting about for chances to enter it. Meanwhile the police stand by and stare with open mouths, and the general public wonders if the days of brigandage have returned.

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Hongkong, 20th April, 1901. [1072]

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Hongkong, 30th May, 1901. [1370]

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Hongkong, 27th July, 1897. [189]

## NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th February, 1901. [508]

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DESTINATION	VESSEL'S NAME	FLAG & REG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.		F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON	DARADUS	Brit. str.			BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAON	Brit. str.			BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENGARRY	Brit. str.		J. S. Stevenson	McGREGOR BROS. & CO.	On 28th inst.
LONDON	JAPAN	Brit. str.		C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	RHIFRUS	Brit. str.			BUTTERFIELD & SWIRE	On 6th inst.
HERMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.		P. Magin		On 13th inst., at Noon.
MARSEILLES & LONDON	SOCOTRA	Brit. str.		T. Hild, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Fren. str.		G. E. T. Cook	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & BARROW, v. S'PORE, &c.	SHINANO MARU	Jap. str.		G. Anderson	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Ger. str.		Pastor	HAMBURG-AMERIKA LINIE	On 28th inst., at Daylight.
HAVRE & HAMBURG VIA FOCHOW	SAENIA	Ger. str.		Hempel	LIANBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	WITENBERG	Ger. str.		Mayer	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	MUNSTER	Ger. str.		Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	SAMBIA	Brit. str.			DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HILLOLEN	Brit. str.			McGREGOR BROS. & CO.	On 25th inst.
NEW YORK	OLENARTST	Brit. str.			JARDINE, MATHESON & CO.	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	ISDEANI	Brit. str.			SHEWAN, TOMES & CO.	On 5th inst.
NEW YORK VIA SUEZ CANAL	ARABA	Brit. str.		R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 12th inst.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.		H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 7th inst.
YANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.		J. W. Ekstrand	DODWELL & CO. LIMITED	On 10th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	BRANMAR	Brit. str.			NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	KAGA MARU	Brit. str.			SHEWAN, TOMES & CO.	On or about 10th inst.
PORTLAND (OR.)	INDRAVELLI	Jap. str.			TOYO KISEN KAISHA	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.			PACIFIC MAIL S. S. CO.	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	DELIAN KING	Brit. str.			BUTTERFIELD & SWIRE	On 20th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHANGHAI	Brit. str.		N. Tate	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS	BORETTA MARU	Jap. str.		S. J. G. Parsons	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
YOKOHAMA DIRECT	TOKA MARU	Jap. str.		St. John George	GIBB, LIVINGSTON & CO.	On 7th inst., at Daylight.
KOBE & YOKOHAMA	AIRLIE	Brit. str.		J. Mackenzie	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.		A. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	SADO MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MOJI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		K. Kori	BUTTERFIELD & SWIRE	On 5th inst.
WEIHAWEI & TIENSTIN	KWANGHAI	Brit. str.			BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WHAMPOA	Ger. str.		Th. Lehmann	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
SHANGHAI	LYAMMOON	Brit. str.		G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 4th inst.
SHANGHAI & JAPAN	JAVA	Fren. str.		Aubert	MESSAGERIES MARITIMES	On or about 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHUBAN	Brit. str.		C. L. Daniel	P. & O. S. N. Co.	On or about 7th inst.
SHANGHAI	MAIDZURU MARU	Jap. str.		K. Suzuki	MIYOSU BUSSAN KAISHA	On 12th inst.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.		S. Atsumi	MIYOSU BUSSAN KAISHA	On 9th inst., at Daylight.
FOOCHOW, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.		T. Ogata	MIYOSU BUSSAN KAISHA	To-day, at Noon.
TAMSAI VIA SWATOW & AMOY	HAIOLOONG	Brit. str.		Bathurst	BUTTERFIELD & SWIRE	To-morrow.
HAIPHONG	KAIPOONG	Brit. str.			BUTTERFIELD & SWIRE	On 5th inst.
ILOILO & CEBU	SUNOKIANO	Brit. str.		Geo. Blackland	SHEWAN, TOMES & CO.	On 7th inst., at 5 P.M.
MANILA & ILOILO	PERLA	Brit. str.			BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.		E. J. Barlow	BUTTERFIELD & SWIRE	On or about 3rd inst.
YAP, SAIPAN GUAM, PONAPE, &c.	LOUIS J. KENNY	Amr. str.		D. Costa	CARLOWITZ & CO.	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	BORINDA	Brit. str.		M. Yagi	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.				

## SHIPPING.

## ARRIVALS.

May 31, AIRAKI MARU, Japanese str., 2,193, Kagozawa, Moji 25th May. Coal.—MITSUBISHI BUSSAN KAISHA. Gorman str., 859, O. Kimmie, Bangkok 25th May. Rice and Teakwood.—MELKREBS & CO.

June 1, DAJIN MARU, Japanese str., 846, K. Sobajima, Tamsai 25th May. General.—MITSUBISHI BUSSAN KAISHA.

June 1, SUNOKIANO, British str., 1,021, Moore, Manila 24th May. General.—BUTTERFIELD & SWIRE.

June 1, ANPING, British str., 1,158, H. Darlow, Shanghai 24th May. General.—C. M. S. N. Co.

June 1, HANUI, French str., 793, Panier, Haiphong 24th May. General.—A. E. MARY.

June 1, KACHIDATE MARU, Japanese str., 2,736, Fujiki, Moji 25th May. Coals.—MITSUBISHI BUSSAN KAISHA.

June 1, ANPING MARU, Japanese str., 1,067, S. Atsumi, Foochow, Amoy and Swatow 31st May. General.—M. B. KAISHA.

June 1, BRAND, Norwegian str., 1,320, John Throusen, Bangkok 24th May. Rice.—CRINESE.

June 1, CARDIUM, British str., 3,363, Daniel, Batoum 19th April and S'pore 25th May. Kerosine Oil.—ARMHOLD, KAREK&S CO.

June 1, ELA, German str., 1,702, Schouwandt, Hongkong 30th May. Coal.—JESSEN & CO.

June 1, HONG BUE, British str., 2,050, H. Peter, Singapore 27th May. General.—CHINESE.

June 1, LAOS, French steamer, 2,331, Flaudin, Yokohama 23rd May. Mails and General.—MESSAGERIES MARITIMES.

June 1, SKONG LEONS, British str., 1,278, A. J. Coleman, Singapore 25th May. General.—CHINESE.

June 1, LYEMMOON, German str., 1,258, Lehmann, Canton 1st June. General.—SIEMSEN & CO.

June 2, CHOWANG, British str., 1,184, Bowker, Canton 2nd June. General.—JARDINE, MATHESON & CO.

June 2, WHAMPOA, British str., 1,109, Laver, Canton 2nd June. General.—BUTTERFIELD & SWIRE.

June 2, JAVA, British str., 2,632, G. W. Gordon, R.N.R., London 20th April and Singapore 27th May. General.—P. & O. S. N. Co.

June 2, PHRA CHOM KHAO, British str., 1,011, Morris, Bangkok and Koh-chung 28th May. Rice.—MELKREBS & CO.

June 2, SULLABAR, German str., 782, J. Jessen, Chio 28th May. General.—SIEMSEN & CO.

June 2, CARHAGE, British hospital ship, 2,983, J. R. Landon, R.N.R., Shanghai 30th May.

## CLEARANCES.

At the Harbour Master's Office.

June 1, PROMETHEUS, British str., for Shanghai.

June 1, MELPOMENE, Austrian str., for Singapore.

June 1, DECIMA, German str., for Swatow.

June 1, THULE, British str., for Swatow.

June 1, GLENDOCH, British str., for Shanghai.

June 1, CHOWTAI, German str., for Bangkok.

June 1, KACHIDATE MARU, Jap. str., for Kutchinotau.

June 1, KACHIDATE MARU, Jap. str., for Kutchinotau.

June 1, SEONG LEONG, British str., for Yokohama.

June 1, CARDIUM, British str., for Swatow.

June 1, DAJI MARU, Japanese str., for Swatow.

## DEPARTURES.

June 1, DORIS, British str., for San Francisco.

June 1, DUKE OF FIFE, British str., for Moji.

June 1, WOSANG, British str., for Shanghai.

June 1, EVA, German str., for Batavia.

June 1, TRYM, Norw. str., for Haiphong.

June 1, PRONTO, British str., for Swatow.

June 1, FUSUN, British str., for Shanghai.

June 1, TAISAN, British str., for Shanghai.

June 1, PROMETHEUS, Brit. str., for Shanghai.

June 1, DAJI MARU, Jap. str., for Swatow.

June 1, ARIAKE MARU, Jap. str., for Kutchinotau.

June 1, KACHIDATE MARU, Japanese str., for Kutchinotau.

June 2, CHOWTAI, German str., for Bangkok.

June 2, KEONGWAI, German str., for Bangkok.

June 2, DECIMA, German str., for Swatow.

June 2, GLENDOCH, British str., for Shanghai.

June 2, ANPING, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Benarick, Wankoi.

KOWLOON DOCK.—U.S.S. Bennington, Burns, side, Meade, Union, Iria, Athenian, Descartes, June, Natuna.

COSMOPOLITAN DOCK.—Colonies, Simongan, Fethan, München.

## SHIPPING REPORT.

The British steamer *Hong Bee*, from Singapore 27th May, had light breezes from east and north with fine weather throughout.

The British steamer *Sunghiang*, from Manila 29th May, had light N.E. to E. winds and fine weather to 40 miles S.E. of Tamkan; thence to port rainy weather with rising N.E. swell.

The British steamer *Anging*, from Shanghai 29th May, had moderate easterly to northerly winds and fine, cloudy at times, overcast weather; thence to port dull, cloudy to equally rainy and misty weather and variable winds.

The Norwegian steamer *Brand*, from Bangkok 24th May, had light variable winds from S.E. and S. and fine weather up to 30th May. Since then cloudy and equally with some rain and wind from N.E. to E. fresh to strong breeze.

On 29th May, 6 a.m. passed a steamer bound S.W., no name visible, black funnel, lat. 14° N., long. 110° E.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st May, 1901.

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

THE Steamship "LYEMMOON," Captain Th. Lehmann, will be despatched for the above port To-DAY, the 3rd June, at 5 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 30th May, 1901. [1337]

## FOR YAP, SAIPAN, GUAM, PONAPE AND THE EASTERN CAROLINE ISLANDS.

THE Vessel "LOUISE J. KENNY" will be despatched for the above ports on or about 3rd June.

For Freight, apply to B. J. BARLOW, Agent.

Queen's Buildings, Hongkong, 30th May, 1901. [1380]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR KOBE.

THE Steamship "AIRLIE," Captain St. John George, will be despatched as above on WEDNESDAY, the 5th June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st June, 1901. [1385]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT.
TOKA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at NOON.
S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
KAGA MARU	U.S.A. VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 14th June, at DAYLIGHT.
J. W. Ekstrand	BARROW, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
SHINANO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
G. E. T. Cook	KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
K. Kori	HAMA	FRIDAY, 21st June, at NOON.
SADO MARU	ROMBAY, VIA SINGAPORE and CEBU	FRIDAY, 21st June, at NOON.
W. Thompson	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
A. E. Moses		
MIKE MARU		
M. Yagi		
HITACHI MARU		
G. Anderson		
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager. [19]

Hongkong, 3rd June, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPO RTO LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAENIA	HAVRE & HAMBURG v. FOCHOW	On 6th June } Freight or Passage.
Capt. Pastor	(Calling at Singapore)	
WITENBERG	HAVRE, BREMEN & HAMBURG	On 12th June } Freight.
Capt. Hempel	(Calling at Singapore and Colombo)	
NURNBURG	HAVRE & HAMBURG	On 25th June } Freight.
Capt. Mayer	(Calling at Singapore)	
SAMBIA	HAVRE & HAMBURG	On 25th July } Freight.
Capt. Schmidt	(Calling at Singapore)	

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, No. 1.

[1051]

Hongkong, 3rd June, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR

## STEAMERS TO SAIL ON

## REMARKS.

SHANGHAI AND JAVA About 4th June } Freight or Passage.

JAPAN (G. W. Gordon, R.N.R.) June }

SHANGHAI (CHUBAN) About 7th June } Freight or Passage.

LONDON, &amp;c. (COROMANDEL) Noon, 8th June } See Special Advertisement.

MARSEILLES AND (SOCOTRA) About 15th June } Freight only.

LONDON (JAPAN) About 20th June } Freight or Passage.

(C. C. Talbot, R.N.R.) June }

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

[1]

Hongkong, 3rd June, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRANMAR	3,601	W. Watt	June 7th
DUKE OF FIFE	3,821	J. B. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains daily and night Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent Sailings from Victoria, Tacoma and Dyke and St. Michael.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 7th May, 1901. [11]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th June, 1901.

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th June, 1901.

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TAITAI" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN," 3,882 Tons., Comdr. G. D. Bowles, R.N.R., About WED



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.
OUTWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"DARPAUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, Direct	"RHEIPUS"	On 8th June.
(Taking Cargo at London Rates)		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 30th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 3rd June.
MANILA and ILOILO	"SUNGKANG"	On 5th June.
ILOILO and CEBU	"KAIFONG"	On 6th June.
WEIHAIWEI and TIENTSIN	"KWEIYANG"	On 5th June.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWNE		
SYDNEY, BRISBANE, SYDNEY		
LAUNCESTON and MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE,  
AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Aubert, will be despatched for the

above ports on or about TUESDAY NEXT,

the 4th June.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th May, 1901.

THE OSAKA SHOSSEN KAISHA,

LIMITED.

FOR FOCHOW VIA SWATOW AND

AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the

above ports on WEDNESDAY, the 5th June,

at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 23rd May, 1901.

PORTLAND AND ASIATIC STEAM-

SHIP COMPANY.

Agents for and in connection with

OREGON RAILROAD AND NAVI-

GATION COMPANY.

Operating the New First Class Steamships

"INDRAVELLI," "INDRAPURA,"

"INDRAVILLI," "INDRAPURA,"

between HONGKONG and PORTLAND

(OR), calling at SHANGHAI, NAGASAKI,

MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI"

will be despatched for Portland (Or.) on

MONDAY, the 10th June, 1901.

Through bills of Lading issued to Pacific

Coast Points and all Eastern, Canadian and

United States Ports.

For through rates of Freight and further

information, communicate with or apply to

ALLAN CAMERON,

General Agent,

or to

SHEWAN, TOMES &amp; CO.

Hongkong, 24th May, 1901.

NAVIGAZIONE GENERALE ITALIANA

(FLORIO and RUBATTINO UNITED

COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE

AND PENANG.

Having connection with Company's Mail Steamers

to ADEN, SUEZ, PORT SAID, MENA, NA-

PLES, LIGNON and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN, ADRI-

ATIC, LEVANTINE and SOUTH AMERICAN

PORTS UP TO CALAO.

Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENCIA, ALICANTE, ALMERIA and

MALAGA.

THE Steamship

"BORMIDA"

Captain D. Costa, will be despatched as above on

WEDNESDAY, the 12th June, at NOON.

At Bombay the steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 30th May, 1901.

THE UNITED STATES AND CHINA

JAPAN STEAMSHIP LINE.

THE Steamship

"INDRANI"

will be despatched for the above port on or

about 25th June, 1901.

For Freight, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 17th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY"

Captain J. S. Stevenson, will be despatched as

above on the 28th June.

For Freight or Passage, apply to

McGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 30th May, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 13th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE IP. & M. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"COROMANDEL," Captain T. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 8th June, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. MITCHELL, Superintendent.

Hongkong, 29th May, 1901.

## THE OSAKA SHOSSEN KAISHA, LIMITED

FOR ANPING (VIA WATOW AND AMOI).

THE Company's Steamship

"MAIDZURU MARU"

Captain K. Sudaoki, will be despatched for the above ports on WEDNESDAY, the 12th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY"

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to McGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ABARA"

will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 15th May, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BELGIAN KING" About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 16th May, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILGLEN" 14th June

"LOWTHER CASTLE" 30th June

"HEATHBURN" About 17th July.

"HUDSON" "

"JUPITER" "

"SATSUMA" "

\* Calling at MANILA.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CLAYBURN, British str., J. Barker.—Dodwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migas. Orin.—Dodwell & Co.

EVIE J. RAY, American barque, Kater.—Sander, Wieler & Co.

RANZA, British str., Amol.—Standard Oil Co.

SNA-WITCH, American ship, Howes.—Master.

## HONGKONG STEAMERS.

Aldie, British steamer, 2,500, George, May 28, Gibb, Livingston & Co.

Anping Maru, Jap. str., 1,058, Atsumi, June 1, Mitsui Bussan Kaisha.

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co.

Bavarian, Brit. str., 2,164, Thomson, May 26, Gibb, Livingston & Co.

Braemar, British str., 2,316, Watt, May 24, Dodwell & Co., Limited.

Brand, Norw. str., 1,520, Throssen, June 1, Chinese.

Burnside, Amr. str., 1,400, Laffin, April 14, U.S. Government.

Chiyoun, Amr. str., 1,211, Sleeman, May 20, Chinese.

Chayson, British str., 1,194, Bowker, May 20, Jardine, Matheson & Co.

Compania de Filipina, Amr. str., 707, Orta, April 3, Branda & Co.

Elita Nossack, Ger. str., 1,161, Bruhn, May 18, East Asiatic Trading Co., Limited.

Elsa, German str., 1,702, Schonwandt, May 13, Jelson & Co.

Empress of China, British str., 3,003, Archibald, May 28, C. P. R. Co.

Hailong, British str., 783, Bathurst, May 31, Douglas Laing & Co.

Hanci, French steamer, 768, Fannier, June 1, A. R. Marty.

Hong Hse, British str., 2,056, Peters, June 1, Chinese.

Jara, British steamer, 2,632, Gordon, June 2, P. & O. S. N. Co.

Kaifong, British str., 1,024, Pennefather, May 24, Butterfield & Swire.

Kwaiyang, British str., 1,062, Outerbridge, May 27, Butterfield & Swire.

Laos, French steamer, 2,331, Flandin, June 1, Messageries Maritimes.

Lyeemoun, German steamer, 1,233, Lehmann, May 28, Siemens & Co.

Maria Johst, Ger. str., 1,700, Hommet, May 30, Jelson & Co.

Melpomene, Aust. str., 1,700, Motosovich, May 31, Sander, Wieler & Co.

Mongkut, German str., 839, Muller, May 31, Melchers & Co.

Manchen, German str., 1,691, Krebs, May 28, Melchers & Co.

Natuna, German str., 438, Bartling, May 28, Melchers & Co.

Nippon Maru, Jap. str., 3,437, Green, May 31, Togo Kisen Kaisha.

Nuen Jung, German str., 1,341, Schonberg, May 31, E. A. Trading Co., Limited.

Pelayo, British steamer, 1,100, Prynn, May 31, G. Mohr.

Phra C. Kiao, Brit. str., 1,011, Morris, June 2, Melchers & Co.

Raja Bari, German str., 1,182, Ahl'oon, May 30, Melchers & Co.

Sarnia, German str., 2,052, Paochow, May 31, Hamburg-Amerika Linie.

Seong Leong, British str., 1,298, Coleman, June 1, Chinese.

Simougan, Dutch str., 1,818, Sandman, April 18, Chinese.

Sollberg, German str., 782, Jensen, June 2, Siemens & Co.

Souyang, British str., 1,021, Moore, June 1, Butterfield & Swire.

Thales, British steamer, 820, Robson, May 30, Douglas Laing & Co.

Titania, German str., 1,258, Krutzfeldt, May 22, Jelson & Co.

Universe, Norw. str., 1,635, Egenes, May 27, Order.

Whampoa, British str., 1,109, Laver, May 21, Butterfield & Swire.



